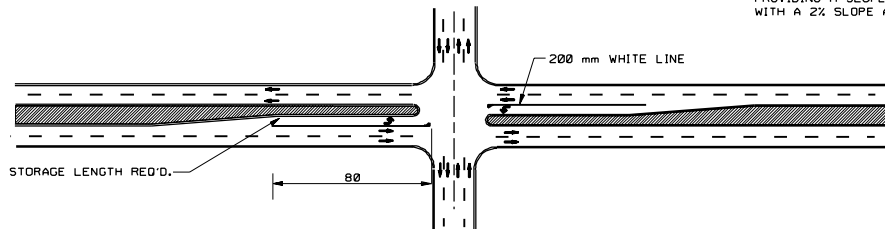


TYPICAL CUT SLOPES

A. A FIXED WIDTH TO BE ESTABLISHED TO THE NEAREST 0.15 m TO REMAIN CONSTANT EVEN UNDER CONDITIONS OF SUPERELEVATION PROVIDING A SLOPE OF NOT LESS THAN 1:6 IN A NORMAL SECTION WITH A 2% SLOPE AS DETERMINED BY REQUIRED SURFACING THICKNESS.



TYPICAL MEDIAN LEFT TURN LANE

FOR MEDIANS GREATER THAN 8.5 m

GENERAL NOTES.

- THE STANDARDS SHOWN ARE RECOMMENDED VALUES. DESIGN VALUES SHALL BE AS HIGH AS ARE COMMENSURATE WITH CONDITIONS.
- CURVATURE AND SUPERELEVATION SHALL BE IN ACCORDANCE WITH STANDARD DRAWING 805-1.
- 2.4 m OUTSIDE SHOULDERS MAY BE USED FOR EMERGENCY PARKING IN CURB SECTIONS AND FOR AUXILIARY LANES.
- NORMAL WHENEVER FEASIBLE, INDEPENDENT ROADWAY DESIGN SHALL BE UTILIZED WITH A VARIABLE WIDTH MEDIAN, WHEN INDEPENDENT ROADWAY IS NOT ADAPTABLE TO TERRAIN CONDITIONS, A UNIFORM WIDTH MEDIAN SHALL BE DESIGNED AS WIDE AS PRACTICAL WITH A MINIMUM WIDTH OF 20 m IN MOUNTAINOUS TERRAIN, A MINIMUM WIDTH OF 4.3 m MAY BE USED WITH MEDIAN BARRIER.
- TYPICAL FILL SLOPES AND CUT SLOPES SHALL APPLY WITH WIDE MEDIAN & INDEPENDENT ROADWAY DESIGN.
- DEPRESSED MEDIANS ARE DESIRABLE WHERE MEDIAN IS NOT OF SUFFICIENT WIDTH TO PROVIDE A DEPTH OF 0.3 m BELOW THE SUBGRADE SURFACE ON A 1:6 SLOPE. REDUCE SLOPE TO 1:10 OR LESS AND PAVE ENTIRE AREA.
- SUFFICIENT LANES SHALL BE PROVIDED TO GIVE ADEQUATE CAPACITY FOR THE PROJECTED 20 YEARS DVM WHEN STAGE CONSTRUCTION IS PROPOSED FOR TWO LANES ONLY. INITIAL LANES SHALL BE CONSTRUCTED TO THE GEOMETRICS AND CROSS SLOPE REQUIRED FOR THE ULTIMATE DESIGN. THE TWO LANE CROWNED SECTION WILL BE DESIGNED IF ADDITIONAL LANES ARE NOT WARRANTED.
- THE MINIMUM R/W CLEARANCE SHALL BE 6 m OUTSIDE THE TOE OF FILL SLOPES 9 m OUTSIDE THE TOP OF CUT SLOPE FOR THROUGH HIGHWAYS AND RAMP & 3 m FOR FRONTAGE ROADS.
- SEE PLANS FOR DRAINAGE THROUGH CHANNELIZED INTERSECTION IN DEPRESSED MEDIAN AREA.
- IN RUGGED TERRAIN STEEPER CUT AND FILL SLOPES WILL BE REQUIRED WHEN EXCESSIVE QUANTITIES WOULD RESULT WITH SPECIFIED SLOPES. SLOPES USED SHOULD BE STABLE AS DETERMINED BY GEOLOGICAL AND SOIL INVESTIGATION. SLOPES ARE ALSO SUBJECT TO VARIATION AS MAY BE RECOMMENDED WHERE EXISTING RIGHT OF WAY IS RESTRICTIVE AND COSTS FOR PROVIDING ADDITIONAL RIGHT OF WAY WOULD BE EXCESSIVE. WHERE A DESIGN EXCEPTION TO THE DITCH WIDTHS SHOWN IS TO BE CONSIDERED FOR ROCK CUTS OVER 3 m, ROCKFALL CATCHMENT ANALYSIS WILL BE REQUIRED (SUCH AS RICHIE - 1963), WITH DITCH WIDTHS CONFORMING ACCORDINGLY.
- TRANSITIONS FROM FLAT TO STEEPER CUT AND FILL SLOPES SHALL BE MADE IN SUFFICIENT DISTANCE SO AS TO PROVIDE A NATURAL PLEASANT APPEARANCE.
- TYPICAL DETAILS FOR SECTION ON CURVE, SECTION ON TANGENT, CUT DITCH FLARING, AND BENCHED SLOPE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING 815-1.

	DESIGN SPEED (km/h)			
	80	100	110	120
MAXIMUM GRADE - FLAT TERRAIN	4	3	3	3
MAXIMUM GRADE - ROLLING TERRAIN	5	4	4	4
MAXIMUM GRADE - MOUNTAINOUS TERRAIN	7	6	5	5
MINIMUM CURVE RADIUS	250	435	560	755
STOPPING SIGHT DISTANCE *	112.6- 139.4	167.0- 205.0	179.5- 245.4	202.9- 265.6

* STOPPING SIGHT DISTANCES SHOULD BE MAXIMIZED WHERE POSSIBLE

REVISIONS		DATE		REMARKS
NO.	DESCRIPTION	DATE	BY	
1	BY 02/29/93	02/29/93	J.A.	MAXIMUM CURVE RADIUS IN LINE 4 OF TABLE
2	BY 08/08/01	08/08/01	J.A.	REVISED CUT DETAIL, REVISED NOTE 18 AND ADDED
3	BY 02/29/01	02/29/01	J.A.	NOTES 11 AND 12
4	BY 02/29/01	02/29/01	J.A.	REVISED SLOPING NOTES
5	BY 02/29/01	02/29/01	J.A.	REVISED NOTE TO THE LEFT OF TYPICAL SECTION MULTILANE
6	BY 02/29/01	02/29/01	J.A.	REVISED NOTE TO THE LEFT OF TYPICAL SECTION MULTILANE
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ALL DIMENSIONS ARE SHOWN IN METERS (m) UNLESS OTHERWISE NOTED.

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